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THE NEW BOUNDARIES OF HUNGARY

[With separate map, Pl. I, facing p. 410]

The treaty of peace between the Allied and Associated Powers and Hungary was signed at the Grand Trianon, June 4, 1920. The new boundaries of the Hungarian state as defined therein (article 27)¹ are here presented accompanied by a map (Plate I). The map has been prepared in a similar way to that showing the new boundaries of Austria (*Geographical Review*, December, 1919), and it is on the same scale. The boundaries were plotted on the relevant sheets of the Austrian staff map "Generalkarte von Mitteleuropa," 1:200,000, and, where necessary, on the "Spezialkarte der österreichisch-ungarischen Monarchie," 1:75,000 and then transferred to atlas sheets in 1:750,000 on which the final drawing was made to be reduced to 1:1,500,000 in the engraving.

In the reprinted text each two paragraphs describing a segment of the boundary in the original have, for the sake of clearness, been combined into one throughout, as in our reprint of the Austrian treaty and in that of the Bulgarian treaty (*Geographical Review*, April-May-June, 1920). The spelling adopted is that of the Austrian maps. In the case of discrepancy between the 1:200,000 and the 1:75,000 sheets the latter has been followed.

ARTICLE 27

The frontiers of Hungary shall be fixed as follows (see annexed map):

1. *With Austria:*

From the point common to the three frontiers of Austria, Hungary, and Czecho-Slovakia, this point to be selected on the ground about 1 kilometer west of Antonienhof (east of Kittsee), southwards to point 115 situated about 8 kilometers southwest of St. Johann, a line to be fixed on the ground, leaving entirely in Hungarian territory the Karlbürg-Csorna railway and passing west of Kr. Jahrandorf and Wüst-Sommerein, and east of Kittsee, D. Jahrandorf, Nickelsdorf, and Andau;

Thence westwards to a point to be selected on the southern shore of Neusiedler See between Holling and Hidegseg, a line to be fixed on the ground passing south of Pamhagen, leaving in Hungarian territory the entire Einser canal as well as the branch railway running northwestwards from the station of Mexiko, and then crossing Neusiedler See keeping to the south of the island containing point 117;

Thence southwards to point 265 (Kamenje) about 2 kilometers southeast of Nikitsch, a line to be fixed on the ground passing east of Zinkendorf and Nikitsch and west of Német Peresztég and Kövesd;

Thence southwestwards to point 883 (Trott kö) about 9 kilometers southwest of Kőszeg, a line to be fixed on the ground, passing southeast of Locsmánd, Olmod, and Liebing, and northwest of Kőszeg and the road from Kőszeg to Salamonfa;

¹ *Traité de paix entre les puissances alliées et associées et la Hongrie, protocole et déclaration. Du 4 juin, 1920 (Trianon). xx + 523 pp. [Paris, 1920.] 12½ x 8½ inches. Text in French, English, and Italian. Accompanied, in pocket, by map, 1:1,000,000, showing the new boundaries on a transfer of a section of the Royal Geographical Society's map of Europe on that scale.*

Thence southwards to point 234 about 7 kilometers north-northeast of Pinkamindszent, a line to be fixed on the ground passing east of Rohoncz and Nagynarda and west of Butsching and Dozmat, then through points 273, 260, and 241;

Thence in a general southwesterly direction to point 353 about 6 kilometers north-northeast of Szentgotthard, a line to be fixed on the ground passing between Nagysároslak and Pinkamindszent, then south of Karácsfa, Németbökkös, and Zsámánd and through point 323 (Hochkogel);

Thence southwestwards to a point to be selected on the watershed between the basins of the Raba (Raab) and the Mur about 2 kilometers east of Toka, this point being the point common to the three frontiers of Austria, Hungary, and the Serb-Croat-Slovene State, a line to be fixed on the ground passing east of Rábakeresztúr, Németlak, and Nagyfalva, west of the Radkersburg-Szentgotthard road and through point 353 (Janke B.).

2. *With the Serb-Croat-Slovene State:*

From the point defined above in an easterly direction to point 313 about 10 kilometers south of Szentgotthard, a line to be fixed on the ground following generally the watershed between the basins of the Raba on the north and of the Mur on the south;

Thence in a southerly direction to point 295 about 16 kilometers northeast of Muraszombat, a line to be fixed on the ground passing east of Nagy dolány, Orihodos with its railway station, Kapornak, Domonkosfa, and Kisszerdahely, and west of Kotormány and Szomoróc, and through points 319 and 291;

Thence in a southeasterly direction to point 209 about 3 kilometers west of Nemesnép, a line to be fixed on the ground following generally the watershed between the Nemesnépi on the north and the Kebele on the south;

Thence in a south-southeasterly direction to a point to be chosen on the Lendva south of point 265, a line to be fixed on the ground passing east of Kebeleszentmárton, Zsitkócz, Göntérháza, Hidvég, Csente, Pincze, and to the west of Lendva-Jakabfa, Bödeháza, Gáborjánháza, Dedes, Lendva Ujfalu;

Thence in a southeasterly direction, the course of the Lendva downstream;

Then the course of the Mur downstream;

Then to its junction with the old boundary between Hungary and Croatia-Slavonia, about $1\frac{1}{2}$ kilometers above the Gyékényes-Koproncza railway bridge, the course of the Drau (Drave) downstream;

Thence southeastwards to a point to be chosen about 9 kilometers east of Miholjac dolnji, the old administrative boundary between Hungary and Croatia-Slavonia, modified, however, so as to leave the Gyékényes-Barcs railway, together with the station of Gola, entirely in Hungarian territory;

Thence in an easterly direction to point 93 about 3 kilometers southwest of Baranyavár, a line to be fixed on the ground passing north of Torjancz, Löcs, and Benge and south of Kássád, Beremend with its railway station, and Illocska;

Thence in a northeasterly direction to a point to be chosen in the course of the Danube about 8 kilometers north of point 169 (Kis-Köszeg), a line to be fixed on the ground passing to the west of Baranyavár, Föherczeglak (leaving to the Serb-Croat-Slovene State the railway joining these two places at the junction immediately to the north of Baranyavár), and Dalyok, and to the east of Iván Dárda, Sárók, Udvár, and Izabellaföld (with its railway);

Thence east-northeastwards to a point in the course of the Kigyes about 3 kilometers east-southeast of Bács Madaras station, a line to be fixed on the ground passing between Herczegszántó and Béreg, and then approximately following the course of the Kigyes, but curving to the north of Rigyicza;

Thence east-northeastwards to a point to be selected on the backwater of the Tisza (Theiss) about $5\frac{1}{2}$ kilometers east-northeast of Horgos station, a line to be fixed on the ground passing south of Kun Baya, cutting the Szabadka-Bács Almás railway about $1\frac{1}{2}$ kilometers east of Csikéria station, cutting the Szabadka-Kiskúnhalas railway about 3

kilometers south of Kelebia station, and passing north of Horgos and its station, and south of Röszkeszentmihálytelek;

Thence in a southeasterly direction to the Tisza, the median line of the backwater;

Thence to a point to be selected about 5 kilometers upstream, the course of the Tisza;

Thence in a general easterly direction to a point to be selected on the ground about 4 kilometers southwest of Kiszombor station, approximately east-southeast of point 84 and south-southwest of point 83, this point being common to the three frontiers of Rumania, Hungary, and the Serb-Croat-Slovene State, a line to be fixed on the ground passing between Gyála and Oszentiván and between Óbeb and Kübekháza.

3. *With Rumania:*

From the point defined above east-northeastwards to a point to be selected on the Maros about $3\frac{1}{2}$ kilometers upstream from the railway bridge between Makó and Szeged, a line to be fixed on the ground;

Thence southeastwards, and then northeastwards to a point to be selected about 1 kilometer south of Nagylak station, the course of the Maros upstream;

Thence northeastwards to the salient of the administrative boundary between the *comitats* of Csanád and Arad north-northwest of Németsereg, a line to be fixed on the ground passing between Nagylak and the railway station;

Thence east-northeastwards to a point to be selected on the ground between Battonya and Torna, this administrative boundary, passing north of Németsereg and Kispereg;

Thence to point 123 (about 1.2 kilometers east of Magosliget), the point common to the three frontiers of Hungary, Rumania, and Czecho-Slovakia (Ruthenian territory), a line to be fixed on the ground passing west of Nagyvarjas, Kisvarjas, and Nagyiratos, east of Dombegyház, Kevermes, and Elek, west of Ottlaka, Nagy Pél, Gyula Varsánd, Ant, and Illye, east of Gyula, Gyula Vári, and Kötegyán, cutting the Nagy Szalonta-Gyula railway about 12 kilometers southwest of Nagy Szalonta and between the two bifurcations formed by the crossing of this line and the Szeghalom-Erdőgyarak railway; passing east of Méhkerék, west of Nagy Szalonta and Marcziháza, east of Geszt, west of Attyás, Oláh-Szt.-Miklós, and Rojt, east of Ugra and Harsány, west of Körösszeg and Körös Tarján, east of Szakál and Berek Böszörmény, west of Bors, east of Artánd, west of Nagy Szántó, east of Nagy Kereki, west of Pelbárthida and Bihar Diószeg, east of Kis Marja, west of Csokaly, east of Nagy Léta and Álmosd, west of Ér-Selind, east of Bagamér, west of Ér-Kenéz and Ér-Mihályfalva, east of Szt.-György-Ábrány and Penészlek, west of Szaniszló, Bere Csomaköz, Fény, Csanálos, Börvely and Domahida, east of Vállaj, west of Csenger-Bagos and Óvári, east of Csenger-Ujfalu, west of Dara, east of Csenger and Komlód-Tótfalu, west of Pete, east of Nagy-Géc, west of Száraz-Berek, east of Méhtelek, Gárbolcz, and Nagy-Hodos, west of Fertős Almás, east of Kis-Hodos, west of Nagy-Palád, east of Kis-Palád and Magosliget.

4. *With Czecho-Slovakia:*

From point 123 described above northwestwards to a point to be selected on the course of the Batar about 1 kilometer east of Magosliget, a line to be fixed on the ground;

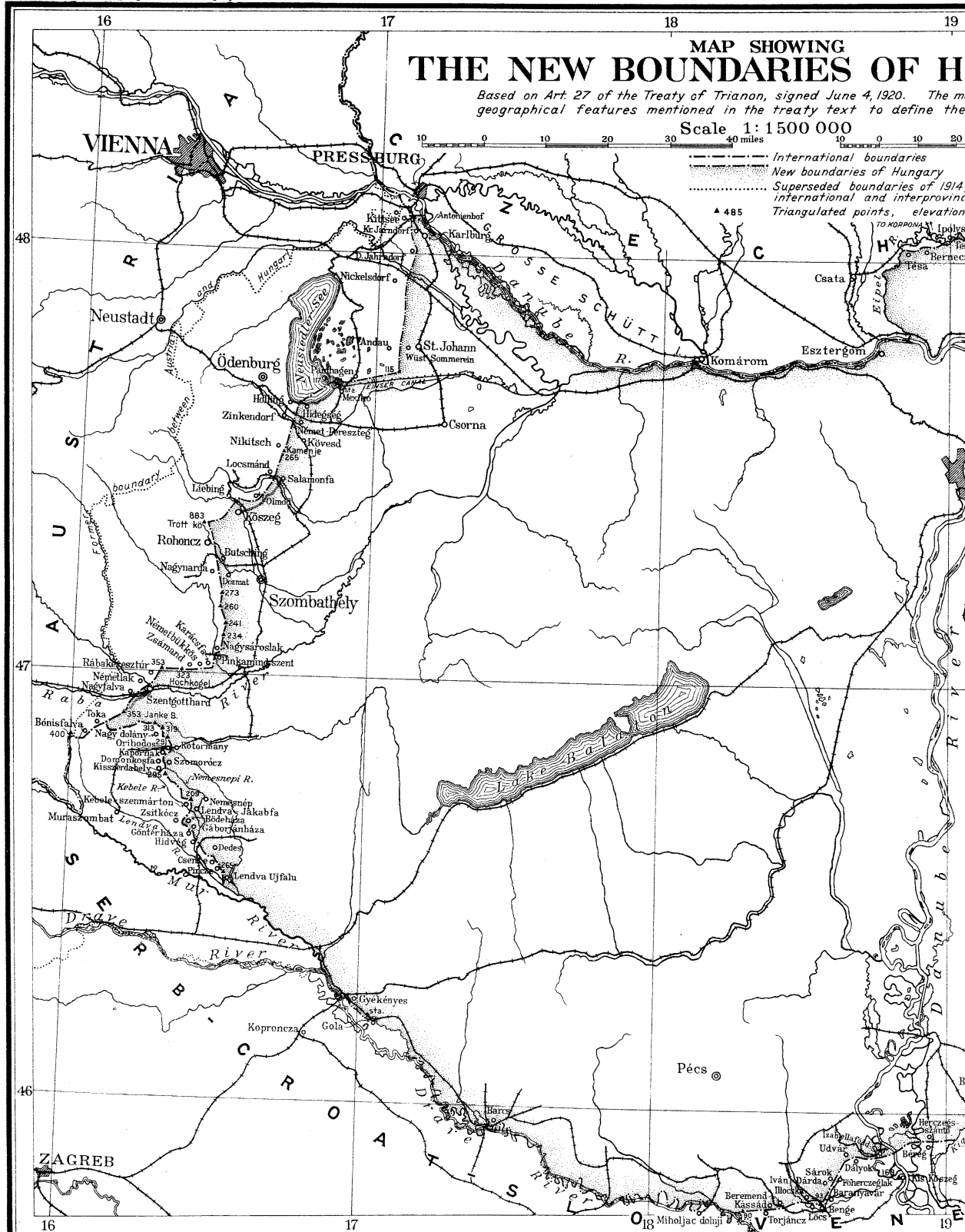
Thence the course of the Batar downstream;

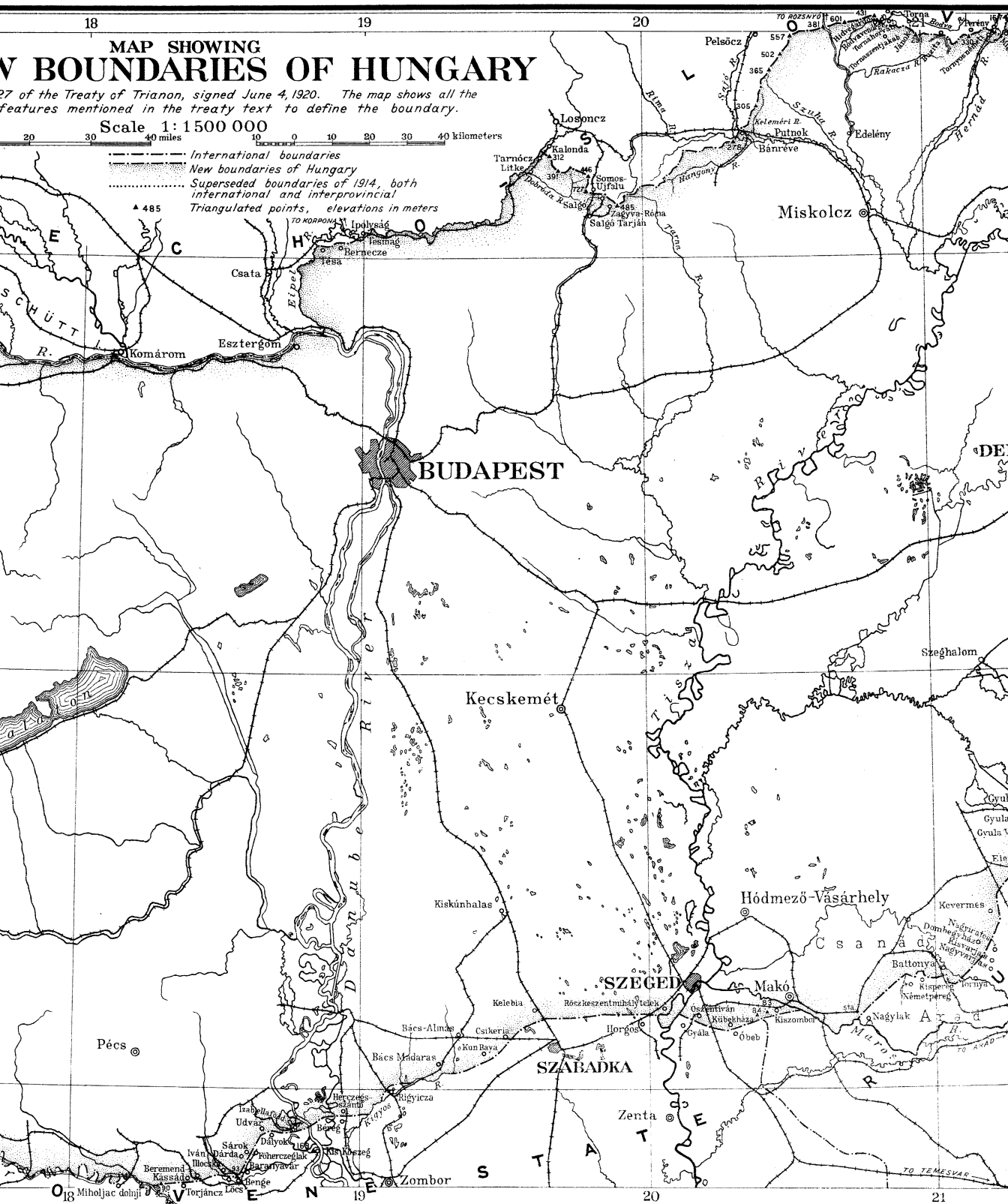
Then to a point to be selected on it below Badaló and near this village, the course of the Tisza downstream;

Thence north-northwestwards to a point to be selected on the ground northeast of Darócz, a line to be fixed on the ground leaving in the Ruthenian territory of Czecho-Slovakia Badaló, Csoma, Macsola, Asztély, and Déda, and in Hungarian territory Berek-Surány and Darócz;

Thence northwestwards to the confluence of the Fekete Viz and the Csaronda, a line to be fixed on the ground passing through point 179, leaving in Ruthenian territory Mező Kászony, Lónyay tn., Degenfeld tn., Hettyen,² Horváthi tn., Komjáthy tn., and in Hungarian territory Kerek Gorond tn., Berki tn., and Barabás;

² Hettyen on the 1:200,000 map.



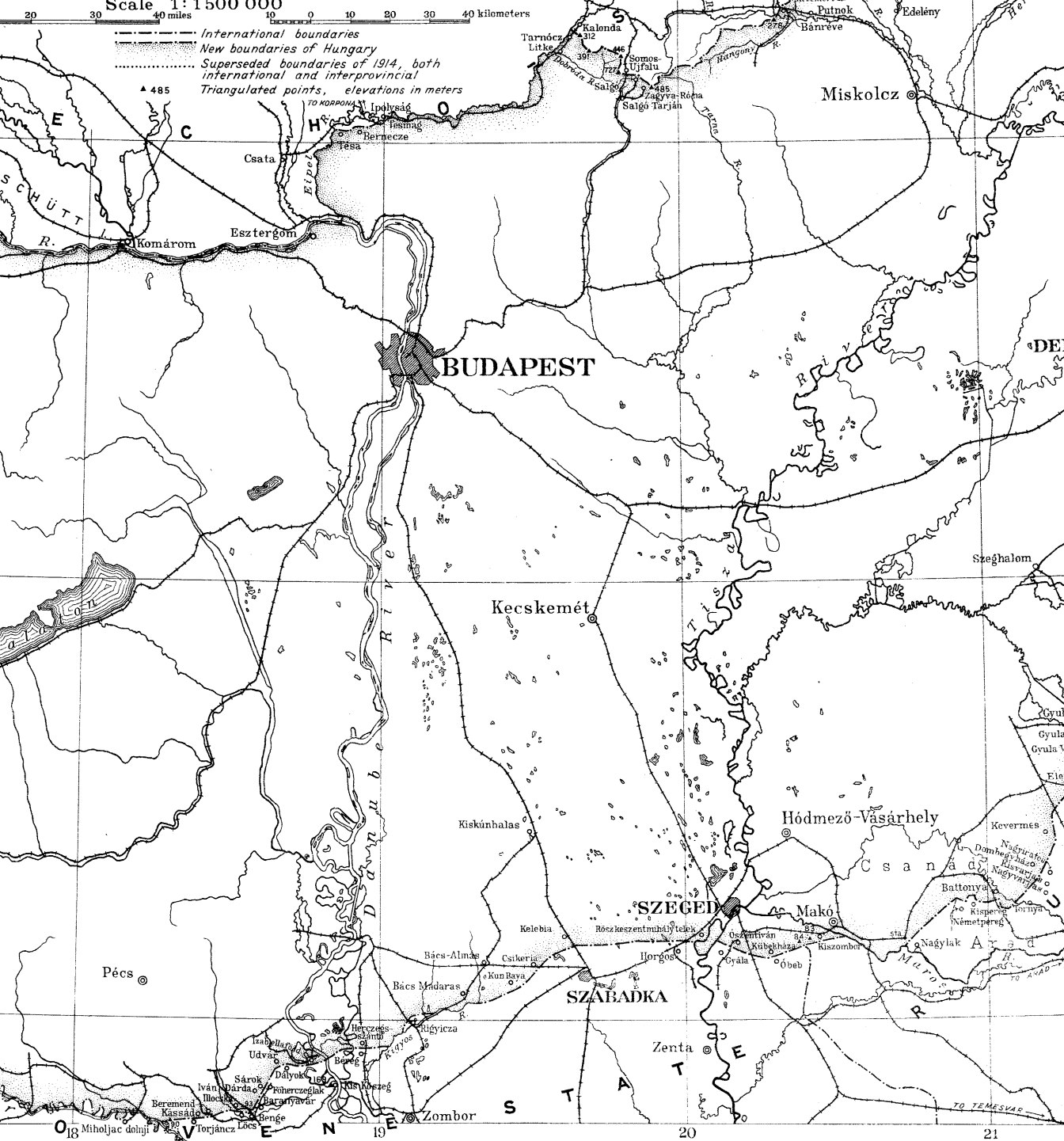


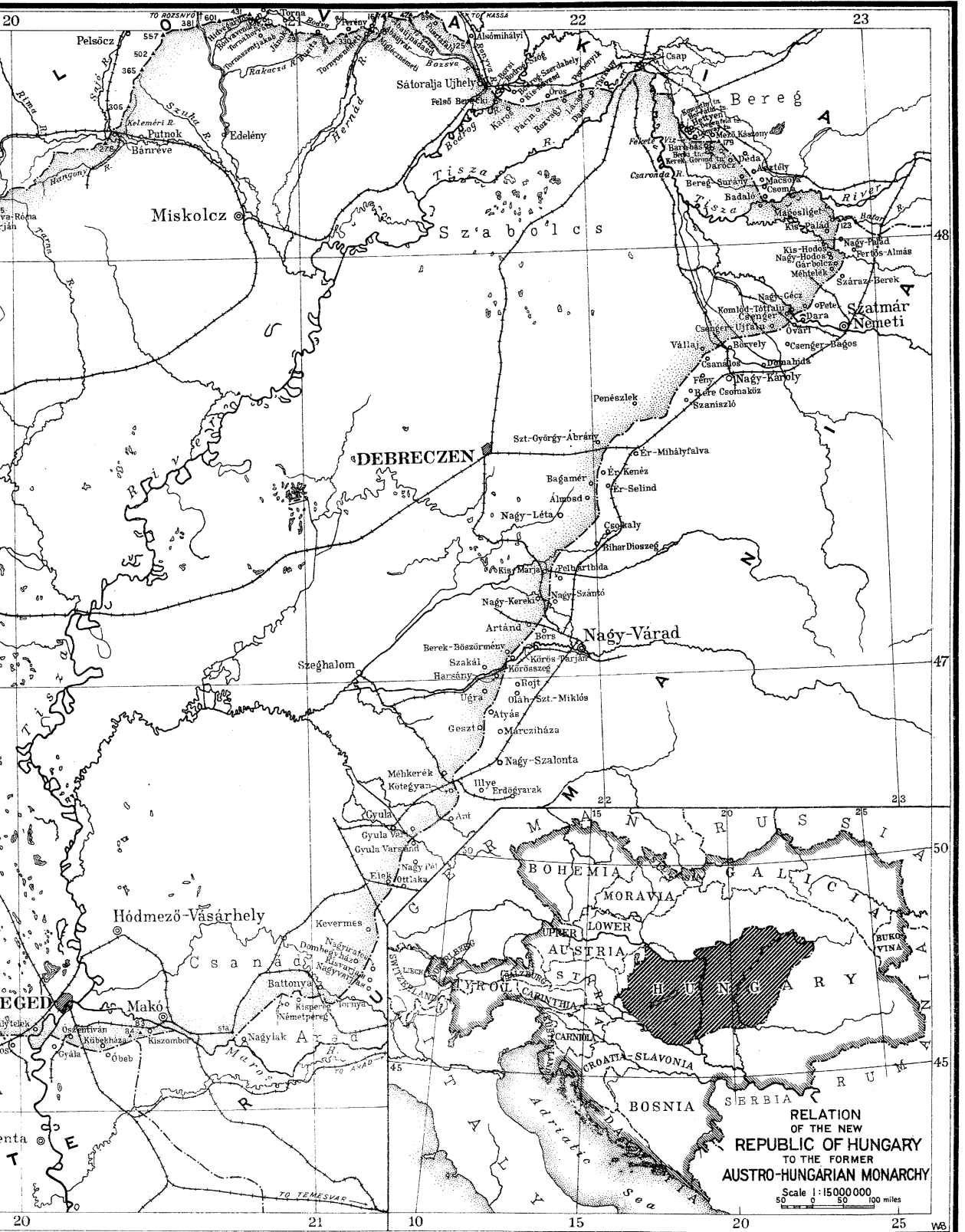
MAP SHOWING NEW BOUNDARIES OF HUNGARY

Article 27 of the Treaty of Trianon, signed June 4, 1920. The map shows all the features mentioned in the treaty text to define the boundary.

Scale 1:1 500 000

- International boundaries
- New boundaries of Hungary
- Superseded boundaries of 1914, both international and interprovincial
- Triangulated points, elevations in meters





Thence to a point to be selected in its course above the administrative boundary between the *comitats* of Szabolcs and Bereg, the course of the Csaronda downstream;

Thence westwards to the point where the above-mentioned boundary coming from the right bank, cuts the course of the Tisza, a line to be fixed on the ground;

Thence to a point to be selected on the ground east-southeast of Tarkány, the course of the Tisza downstream;

Thence approximately westwards to a point in the Ronyva about 3.7 kilometers north of the bridge between the town and the station of Sátoralja Ujhely, a line to be fixed on the ground leaving to Czecho-Slovakia Tarkány, Perbenyik, Örös, Kis Kövesd, Bodrog-Szerdahely, Bodrog-Szög, and Borsi, and to Hungary Damóc, Láca, Rozvágy, Pácin, Karos, Felső Berecki, crossing the Bodrog and cutting the railway triangle southeast of Sátoralja Ujhely, passing east of this town so as to leave the Kassa-Csap railway entirely in Czecho-Slovak territory;

Thence to a point near point 125 about 1½ kilometers south of Alsó Mihályi, the course of the Ronyva upstream;

Thence northwestwards to a point on the Hernád opposite point 167 on the right bank southwest of Abaujvárad, a line to be fixed on the ground following approximately the watershed between the basins of the Ronyva on the east and the Bozsza on the west, but passing about 2 kilometers east of Pusztafalu, turning southwestwards at point 896, cutting at point 424 the Kassa-Sátoralja road and passing south of Abaújnásd;

Thence to a point to be selected on the ground about 1½ kilometers southwest of Abaújtúr, the course of the Hernád downstream;

Thence westwards to point 330 about 1½ kilometers south-southwest of Perény, a line to be fixed on the ground leaving to Czecho-Slovakia the villages of Miglécznémeti and Perény, and to Hungary the village of Tornyosnémeti;

Thence westwards to point 291 about 3½ kilometers southeast of Jánok, the watershed between the basins of the Bodva on the north and the Rakacza on the south, but leaving in Hungarian territory the road on the crest southeast of Buzita;

Thence west-northwestwards to point 431 about 3 kilometers southwest of Torna, a line to be fixed on the ground leaving to Czecho-Slovakia Jánok, Tornahorváti, and Bódvavendégi, and to Hungary Tornaszentjakab and Hidvégardó;

Thence southsouthwestwards to point 365 about 12 kilometers south-southeast of Pelsőcz, a line to be fixed on the ground passing points 601, 381 (on the Rozsnyó-Edelény road), 557, and 502;

Thence south-southwestwards to point 305 about 7 kilometers northwest of Putnok, the watershed between the basins of the Sajó on the west and the Szuha and Keleméri on the east;

Thence south-southwestwards to point 278 south of the confluence of the Sajó and the Rima, a line to be fixed on the ground, leaving Bánréve station to Hungary while permitting, if required, the construction in Czecho-Slovak territory of a connection between the Pelsőcz and Losoncz railway lines;

Thence southwestwards to point 485 about 10 kilometers east-northeast of Salgó Tarján, a line to be fixed on the ground following approximately the watershed between the basins of the Rima to the north and the Hangony and Tarna rivers to the south;

Thence west-northwestwards to point 727, a line to be fixed on the ground leaving to Hungary the villages and mines of Zagyva-Róna and Salgó, and passing south of Somos-Ujfalu station;

Thence northwestwards to point 391 about 7 kilometers east of Litke, a line following approximately the crest bounding on the northeast the basin of the Dobróda and passing through point 446;

Thence northwestwards to a point to be selected on the course of the Eipel (Ipoly) about 1½ kilometers northeast of Tarnócz, a line to be fixed on the ground passing through point 312 and between Tarnócz and Kalonda;

Thence southwestwards to a point to be selected in the bend of the Eipel about 1 kilometer south of Tesmag, the course of the Eipel downstream;

Thence westwards to a point to be selected on the course of the Eipel about 1 kilometer west of Tésa, a line to be fixed on the ground so as to pass south of the station of Ipolyság and to leave entirely in Czecho-Slovak territory the railway from Ipolyság to Csata together with the branch line to Korpona (Karpfen), but leaving Bernecze and Tésa to Hungary;

Thence southwards to its confluence with the Danube, the course of the Eipel downstream;

Thence to a point to be selected about 2 kilometers east of Antonienhof (east of Kittsee), the principal channel of navigation of the Danube upstream;

Thence westwards to a point to be selected on the ground about 1 kilometer west of Antonienhof (east of Kittsee), this point being common to the three frontiers of Austria, Hungary, and Czecho-Slovakia, a line to be fixed on the ground.

A summary statement and estimate of the territorial, ethnic, and economic changes in the Hungarian State as defined by these new boundaries is given in the note on p. 415 of this number of the *Review*.